

EAST NORTH AVENUE CORRIDOR LINC

NORTH AVENUE AS IT WAS, AS IT IS, AND AS IT CAN BE.



ACKNOWLEDGEMENTS



**the
Neighborhood
DesignCenter**

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Ark Church

B'more Mobile

Broadway East Community Association

BUILD

Civic Works

Darley Park Community Association

Duncan Street Miracle Garden

East North Avenue CDC

March Funeral Home

The National Great Blacks in Wax Museum

Greater Greenmount Community Association

Greenmount West Community Association

HEBCAC

Humanim

Oliver Community Association

Power House World Ministries

Rebuild Johnston Square

Roberta's House

South Clifton Park Community Association

Southern Baptist Church

YBCD Community Association

All the faithful community members who joined us for listening sessions and the LINCS Launch meeting.

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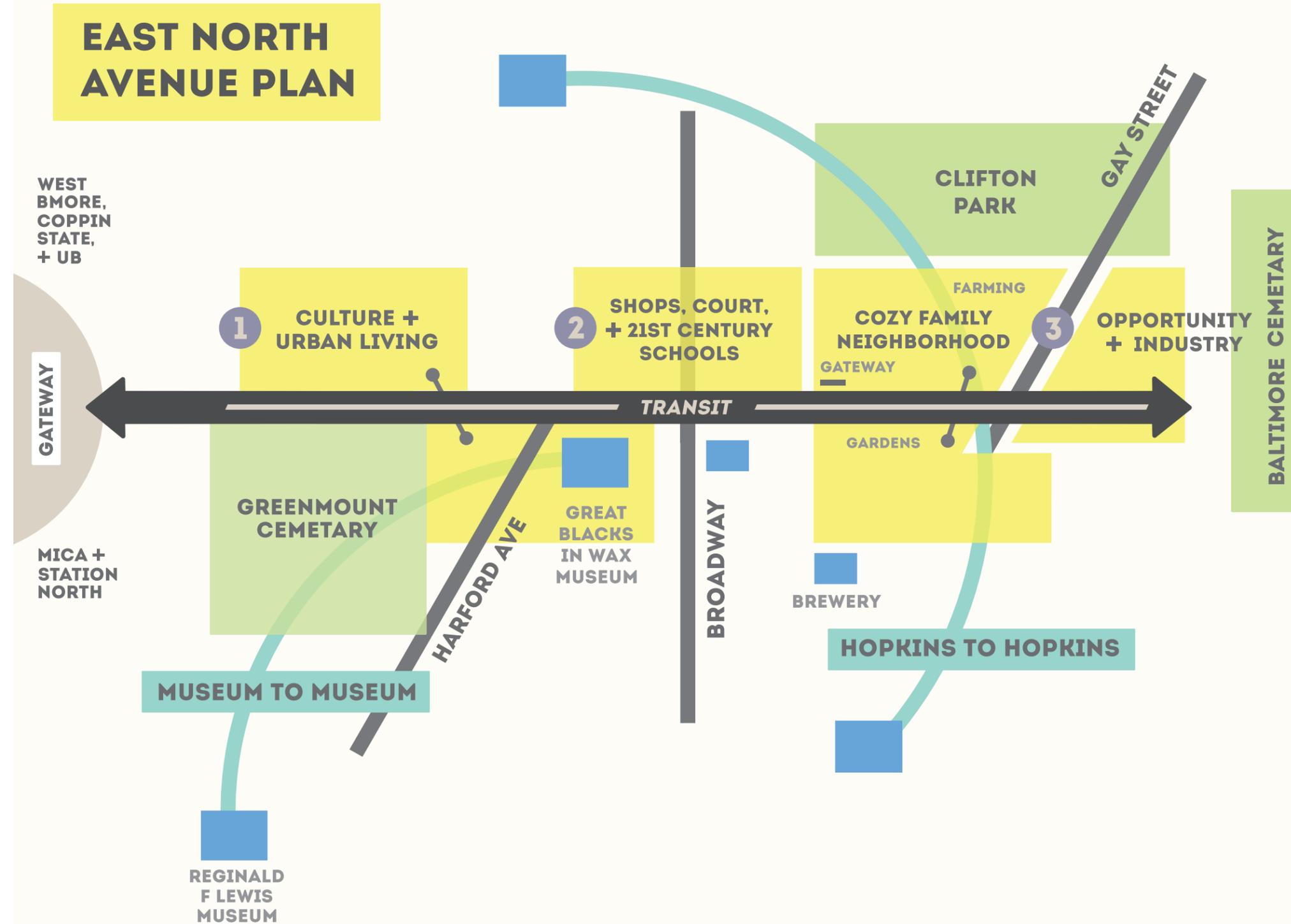
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INTRODUCTION

About the Neighborhood Design Center

The Neighborhood Design Center provides access to design services in underserved communities in Baltimore City and Prince George's County, MD. In collaboration with neighborhood groups, local government agencies and fellow nonprofits, we support locally driven initiatives for neighborhoods pursuing improved quality of life within their built environments.

About the East North Avenue Corridor Plan

The Baltimore Development Corporation (BDC) engaged the Neighborhood Design Center (NDC) to convene a consortium of community partners and stakeholders and develop a LINCS (Leveraging Investment in Neighborhood Corridors) plan for East North Avenue. The study area stretches one and a half miles, from North Avenue and Greenmount Avenue to North Avenue and Milton Avenue, and includes many of

the surrounding neighborhoods.

LINCS is an interagency partnership to revitalize five key corridors that connect neighborhoods and communities across the City: Greenmount Avenue, West North Avenue, and Pennsylvania Avenue, and Liberty Heights Boulevard, East North Avenue and Central Avenue. The goal of this initiative is to enhance the aesthetics and economic vitality of these gateways, while seeking to improve quality of life and increase community capacity. In the interest of fostering a cross-agency community planning process, the City has partnered with nonprofit organizations to research and develop plans for all five corridors. The City has partnered with NDC to produce the East North Avenue Corridor plan and the Urban Land Institute produced plans for the Liberty Heights, Penn North, and Greenmount corridors.

In collaboration with the BDC, NDC helped to organize a series of three city-led Listening Sessions focused on introducing the LINCS program to community stakeholders and discussing Safety and Sanitation and Transportation along the East North Avenue Corridor. NDC also joined community meetings throughout the corridor, and took part in a series of one-on-one conversations with neighborhood leaders. Since implementation will be undertaken by city agencies, tools and recommendations focus on existing tools and resources. The report also takes into account existing knowledge and expertise in the community, NDC's knowledge of best practices from similar projects and cities, and creative opportunities from our years of work in Baltimore.



VISION

AS IT WAS: THE GRAND BOULEVARD

In October 1962, when President John F. Kennedy visited Baltimore City, his motorcade processed west down East North Avenue. The generous, four-lane thoroughfare, lined in places with stately three-story row homes and historic mansions, would have taken Kennedy past landmarks like Greenmount Cemetery and the gleaming Sears and Roebuck at Harford Road. Originally planned as a wide street with a green, park-like center, North Avenue was historically one of Baltimore’s grand boulevards, a “pristine main corridor” where people went to see and be seen.

Even after 1968, when riots following Martin Luther King’s assassination overtook Baltimore and large swaths of North Avenue were destroyed, the thoroughfare continued to play a central role in the city, particularly for its African American community. In 1987, Great Blacks in Wax Museum moved

into a series of buildings along the 1600 block of North Ave., and March Funeral Homes—a major African American owned and run business—continued to grow at North and Ensor.

Today, East North Avenue’s condition makes it hard for newcomers to imagine its grand history. But long-time residents retain a deep sense of pride in the corridor and remember it as “a thing to be proud of in our community.” They hope to honor the avenue’s identity as a section of the historic U.S. 1 Federal Highway, to restore its streets and sidewalks, to bring back the no. 13 streetcar that once ferried passengers east and west along the route. They are committed to North Avenue, “as it was, as it is, and as it can be.”

In the last few years, renewed investment—both private and public—in the North Avenue corridor make a resurgent East North Avenue increasingly possible. The area’s rich history makes it easy to imagine what the next chapter in its rich

public life might look like.

AS IT CAN BE: LIFE IN THE STREET

During a recent listening session, a longtime resident of East North Avenue noted her commitment to her neighborhood, where she has lived for decades. “Lots of people have moved away,” she noted. “But I’m not moving. I want to be here to see North Avenue off the hook again.”

The passionate commitment of longtime residents is one of the major reasons why East North Avenue’s renaissance is possible. As illustrated in the East North Avenue Plan map (see pg 7), we envision a Corridor restored to its former vivacity, and more—a grand boulevard where residents from a diversity of backgrounds, ages, and interests live together in equity. In the westernmost section of the avenue, there is potential to celebrate the rich history of African American arts and culture and renewed cultural scene—bustling with art galleries, art studios and cafes—to take hold. In the center

of the Corridor, zoned for commercial activity and the site of forthcoming 21st Century Schools redevelopment, parents picking their kids up from school might shop for groceries, home goods, and more—part of a comfortable, meet-all-your-needs-in-your-neighborhood area. And in the easternmost section, with its strong industrial past and open land, industry, comfortable residential living, community gardens and lush green spaces will sustain the corridor.

Progress toward this vision is underway across a range of sectors, from robust investments at the federal and municipal level—in the streetscape, transportation system and housing stock—to continued dedication from residents on a range of small scale projects— entrepreneurship urban gardens, and informal recreation. But because of the long history and severity of disinvestment and neglect along the East North Avenue Corridor, dedicated and sustained action at the government, local and individual level is crucial.

The Government must set the stage for action.

Baltimore City must demonstrate vision at the agency level through innovative and well-funded programs that direct investment in East North Avenue. From completing proposed improvements in the transportation corridor to offering funding packages for a wide-range of redevelopment opportunities, strategic

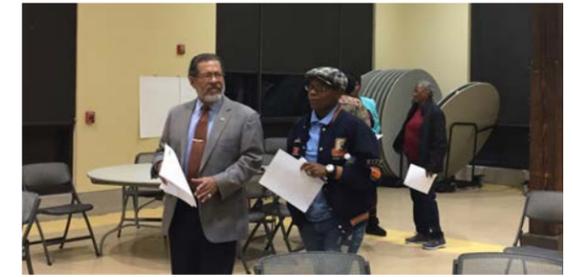
action will set the stage for success at the community and individual level.

The Community must direct action.

While the East North Avenue Corridor has many strong existing neighborhood, nonprofit, and religious organizations, in order to advance resident-led initiatives throughout the corridor, a robust umbrella organization is necessary. This would most likely take the form of a Community Development Corporation. This would not require an entirely new organization—the current East North Avenue CDC could be bolstered to serve a corridor-wide role.

Current, successful CDCs in Baltimore tend to share certain key characteristics: they have a full-time, paid staff with a strong anchor institution to provide crucial seed funding; they have high-level connections throughout the city; and they have relationships with significant foundations that provide leadership on a host on activities. Strong examples of multi-neighborhood collaboratives include the Southwest Baltimore Partnership and the Central Baltimore Partnership, both of which pull together diverse neighborhoods to achieve common goals.

The East North Avenue corridor lacks a committed anchor institution, which presents a challenge to the formation of a strong CDC. However, with investment from the city—in terms of both funding, logistical support and manpower, it is pos-



sible to usher such an organization into existence.

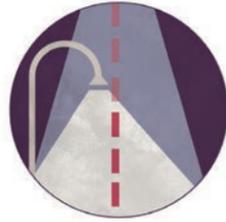
Individuals must play a part.

One of East North Avenue’s greatest strengths is its active and dedicated residents. In spite of years of municipal neglect and lack of basic services, many have stayed along the East North Avenue neighborhoods and fought for their continued existence against all odds. These residents run community gardens, maintain their streets, and watch out for their neighbors. To support the efforts at the government and community levels, individual residents must continue this good work.

The report will look at current conditions and opportunities along North Avenue in the areas of Transportation & Streetscape, Safety and Sanitation, Redevelopment & Zoning, Open Space & Greening, and Arts & Culture. For each section, the report will offer recommendations for immediate and long-term action at the government, community and individual level.

WHAT DO WE WANT?

After a series of listening sessions, one on one meetings and informal conversations with East North Avenue residents, there are several shared desires for an improved corridor. Broadly speaking, these include:



Revitalize North Avenue, from repaving and repairing badly damaged roadways and sidewalks to more reliable maintenance of trash, street lighting and vermin.



Increase access to fresh, healthy food by supporting existing local farms and gardens, improving access to existing food resources and attracting new stores.



Develop resources for children and youth by offering more activities, access to recreation spaces, crossing the digital divide, and building educational opportunities and job training.



Invest in existing resources like the Gompers Building and the Great Blacks in Wax Museum to create new employment and educational opportunities.



Improve public transportation through the creation of a dedicated bus lane and reliable, consistent service, while developing other alternatives to car travel (bikes, street-car, walking).



Repurpose small scale industrial and manufacturing space by fostering green tech sector uses.



Address vacant housing through a strategic combination of redevelopment to provide housing options and demolition, with attention to preserving the corridors' historic character.



Fulfill the potential of green spaces by improving the connection to Clifton Park, linking existing open spaces and increasing the tree canopy.



Relief from drug trade and usage by treating addiction, working to relocate or downsize the Turning Point methadone clinic.



Demonstrate care and respect by listening to community needs, informing the neighborhood of projects, communicating with compassion, and providing additional support to children, the elderly, and the disabled when undertaking work in the neighborhood.



Capitalize on history. The residents of the East North Avenue Corridor have expressed deep pride and investment in their home. There is a strong desire to celebrate the area's local history and identity. Residents are eager for recognition of the legacy of US Route 1 to expand the boundary of the Baltimore Heritage Area, and to bolster the neighborhood's identity as a home of strong African American culture.

EAST NORTH AVE.

LAUNCH & LISTENING SESSION

LINKS

Leveraging Investments



Convince STATE & FEDERAL GOV.

NOTE: OF IMPORTANCE ABOUT THE EQUITABLE REVITALIZATION ALONG NORTH AVE. (ROUTE #1) AS AN ALTERNATIVE TO CANCELLING THE REDLINE TO CONNECT EAST TO WEST IN BALTIMORE CITY.



Hot Spots ALONG NORTH AVE. ASSETS!

Remember THE PEOPLE FIRST
TAKE CARE OF THEM INCLUDE THE PEOPLE WHO LIVE ON AND AROUND NORTH AVE. IN THE PLANNING WITH INCENTIVES. **PEOPLE BEFORE INFRASTRUCTURE**

MANY BUILDINGS ON NORTH AVE. ARE MARKED WITH A RED X THAT INDICATES THEY SHOULD NOT BE SAVED THIS HURTS THE PEOPLE AND THE NEIGHBORHOOD... THE STREETS ARE ALSO IN BAD SHAPE... WE NEED SOLUTIONS

Investments In Neighborhood Corridors

NORTH AVE. WAS THRIVING AT ONE POINT IN TIME! FIRST WE MUST HELP THE PEOPLE! THEN WORK TOGETHER! TO RESTORE NORTH AVE. TO GREATNESS!



The Youth!
DON'T KNOW THE HISTORY OF THE AREA (RICH LEGACY) OF EAST NORTH AVE. Politics GET IN THE WAY! ECONOMIC DEVELOPMENT ONLY HAPPENS IN ISOLATED SPOTS \$ IS NEEDED TO FILL IN THE GAPS!

REASONING BY GOV. "NO ONE SHOWED UP AT THE MEETINGS FROM THAT AREA"

Baltimore DEVELOPMENT CORP.



RE: BUILD / RESTORE
TO BECOME A COMMUNITY HUB ALONG NORTH AVE.

NO REAL CONNECTIONS
YOUTH LACK HEALTHY SAFE OUTLETS... MEETING SPACE



LIQUOR STORES

FULTON

MICA NORTH

PENN NORTH

ASIAN FOODS

EUTAW

PAWN SHOPS

MICA NORTH

COURT HOUSE

STATION NORTH

STATION NORTH

BLACKS IN WAX MUSEUM

COMMUNITY FIRST DEVELOPMENT
MORE FAMILY ORIENTED ATTRACTIONS TO NORTH AVE.

CLIFTON PARK

STATION NORTH

NDC GOOD THINGS 2 DO

* RETURN THE REC. CENTER
* FUNDING TO COMMUNITY LEADERS TO ORGANIZE WORK TO IMPROVE THEIR NEIGHBORHOOD

ADD PRIORITY TO RECLAIMING THE 363 VACANTS ALONG NORTH AVE. / FILL WITH NEW HOME OWNERS

CREATE A GREEN BOOK 2017 FOR BLACK BUSINESS & EDUCATIONAL OPPORTUNITIES

CREATE TRAINING CENTER FOR SOLAR • ELECTRONIC • SKILLS

DIRT BIKE PARK

HEALTHY EATING OPTION?

SAFE GATHERING SPACE SUCH AS: COMMUNITY CENTER GYM • AFTER SCHOOL PROGRAM SPACE

ROBERTA'S HOUSE!

PLANT FRUIT TREES

PRODUCE STANDS

ART PROJECTS
ALONG NORTH AVE. CHOSEN BY THE RESIDENTS AND OWNERS OF NORTH AVE.



Feeling Safe is Important TO OUR ECONOMY ON NORTH AVE. THE Residents

THERE IS HISTORY / ART DISTRICT ON THE AVENUE WHICH SHOULD BE EXPANDED TO ENCOMPASS MORE.

ALONG NORTH AVE WE COULD USE MORE CROSSWALKS • CROSSING LIGHTS • STREET ART • BUSINESSES • TREES GARDENS • RESTAURANTS

COURTHOUSE

GAY-BELAIR

GREENMOUNT



HISTORY & TODAY

Early 20th Century

In the early 20th century, Gay Street—which intersects with North Avenue at its eastern terminus—was home to a number of breweries and distilleries, including Weissner Brewery, Standard Brewery, Wilson Distilling Company, and Brehm Brewery. The Samuel Ready School, a school for orphan girls, occupied the north-east corner of North Avenue and Harford Road (now the Eastside Courthouse site) while a number of small meat packing plants remained north of North Avenue on the west side of Harford Road. The streetcar was extended to the east end of North Avenue and the United Railways and Electric Company operated a car barn on the south side of North Avenue and Gay Street which is still present today.

Mid 20th Century

During the mid-20th century, automobile culture became dominant in the United

States. No longer profitable, Baltimore's streetcar companies sold out and the #13 bus line replaced the #13 streetcar line. A strong reminder of this shift toward the car, North Avenue is a segment of US Route 1, a federal highway designated in 1927. This easternmost and longest of the major north-south routes of the United States Numbered Highway System runs from Key West, Florida to Fort Kent, Maine. Initially built as a horse and buggy avenue with a streetcar running down the middle of the roadway, North Avenue experienced an increase in volume of car and truck traffic that challenged the livability of row homes along the route, whose front doors opened directly to the sidewalk.

During this same period, many of the row houses were converted to multi-family apartments with shops and corner stores occupying ground level spaces. The Standard Brewery became home to the

Suburban Club Carbonated Beverage Company, popular in Baltimore through the late 20th century. Weissner Brewery become American Brewery, the car barn was converted into a trade school and Eastern High School became Gompers Vocational School. Sears and Roebucks department store opened at the corner of North Avenue and Harford Road in 1938, with a famed three-story show window (now Eastside Courthouse). The industries north of North Ave. along Gay Street became more diverse. Initially brewers and distillers after prohibition, they were now Goetze's meat packing plant, an ice cream plant, lumber company and an oil burner factory.

Another major trend of the mid-20th century was a shift in residential real estate. Banks, real estate developers, and property agents banded together to provide suburban homes to white Baltimoreans and some of the black middle class, while

simultaneously excluding most black families from both quality mortgages and neighborhoods through a system of redlining, blockbusting and real estate covenants. As industrial jobs declined, both east and west Baltimore became increasingly segregated and poor.

Late 20th Century

During the riots that followed the assassination of Martin Luther King, Jr., significant sections of North Avenue were damaged. In particular, lower Gay Street and East North Avenue were shattered. Much of the remaining retail and industrial activity soon left North Avenue. Since 1968, vacancy has overtaken the blocks of row houses and inadequate City investment in infrastructure has led to a steady decline of conditions in the sidewalks, roadways, and the public transportation and school system for the neighborhoods along North Avenue.



Sears at North Avenue and Harford Road in 1938. Now the Eastern District Court House. Baltimore Sun files, 1938 via RetroBaltimore.

ANNUAL VISITORS TO THE CORRIDOR



Today

Despite a steady period of decline, in 2016, East North Avenue retains a strong built environment to begin an era of rebuilding. From its beautiful cemeteries, Clifton Park, the American Brewery, Gompers School, Columbus School, and the Great Blacks in Wax Museum, to the Clifton Branch of the Enoch Pratt Library and numerous historic churches, the area has irreplaceable historic features.

In addition to these strong institutions, the corridor features historically significant architecture. In her entry for the National Register of Historic Places, architectural historian Mary Ellen Hayward notes that the Old East Baltimore Historic District has notable examples of Greek Revival, Gothic Revival, Italianate and other Late Victorian architecture. These residential structures, built between the mid-19th century and mid-to-late 20th century, were primarily home to immigrants from industrial, working class and merchant families. Contained within densely packed geography, this wide range of building typologies provides the perfect fabric to support residents at a range of income levels in walkable, meet-all-your-needs-in-your-community neighborhoods.

East of Gay Street, the population density drops and percentage of vacancies goes up (between 25-30% vacant or abandoned homes). In these severely blighted areas, where drug trade and use are well above

the Baltimore City average, selective demolition is recommended. This will provide additional green space in the short term, and opportunities for retail and residential development in the longer term. However, it is crucial that any demolition takes into account the current building fabric, which in many neighborhoods still works. Excessive demolition has the potential to undermine this fabric and prevent future recovery

In addition to the corridor's significant existing assets, there are a number of urban development projects already underway that will shape the future of East North Avenue in the coming years. These projects will affect all sectors: The \$27 million, federally funded North Avenue Rising project will repave the length of North Avenue and develop a dedicated high-speed bus lane; while Transform Baltimore has reshaped the zoning laws, increasing opportunities for industrial mixed-use development. A major expansion of the Great Blacks in Wax Museum will bolster the corridor's strong cultural identity, and Washington Avenue will be a key "Green Link" in the city-wide Green Network Plan.



North Avenue at Harford Road.



Eastern High School, later Samuel L. Gompers School, owned by the City of Baltimore.

HEALTH INDICATORS

THERE IS AS MUCH AS A 20 YEAR DIFFERENCE IN LIFE EXPECTANCY BETWEEN NEIGHBORHOODS.

OVER 60,000 PEOPLE IN THE CITY ARE ESTIMATED TO HAVE A DRUG OR ALCOHOL ADDICTION. That is over **10%** of the population.

ABOUT 13,400 RESIDENTS ARE ESTIMATED TO BE LIVING WITH HIV.

1 IN 3 YOUTHS IS EITHER OBESE OR OVERWEIGHT.

12.3% BABIES BORN IN THE CITY ARE LOW BIRTHWEIGHT. Compared to a national average of **6%**.

30% OF CHILDREN IN BALTIMORE HAVE ADVERSE CHILDHOOD EXPERIENCES SCORES OF 2 + They experienced more than two incidences of events such as domestic violence, living with someone with an alcohol or drug problem, the death of a parent, or being a victim/witness of neighborhood violence.



DEMOGRAPHICS

KEY: **BC** Baltimore City **GE** Greenmount East **CB** Clifton-Berea **MC** Midway/Coldstream

 **PERCENT OF CHILDREN WITH ELEVATED BLOOD LEVELS 2014**
BC 1.1 CB 5
GE 4.8 MC 6.3



The Baltimore Neighborhood Indicators Alliance (BNIA) data is collated by Community Statistical Areas (CSAs).

 **VIOLENT CRIME RATE PER 1,000 RESIDENTS 2014**
BC 13.7 CB 16.8
GE 19.6 MC 19.5

 **NUMBER OF COMMON ASSAULT CALLS FOR SERVICE PER 1000 RESIDENTS 2012**
BC 91.4 CB 130.5
GE 156.4 MC 126.1

 **NUMBER OF NARCOTICS CALLS FOR SERVICES PER 1000 RESIDENTS 2012**
BC 89.7 CB 264.8
GE 217.1 MC 127.7

 **TOTAL POPULATION 2010**
BC 620,961 CB 9,874
GE 8,184 MC 9,624

 **PERCENT AFRICAN AMERICAN & PERCENT WHITE 2010**
BC 63.8 28.3 CB 96.3 1.1
GE 95.8 1.6 MC 96.3 1.4

 **PERCENT OF FEMALE HEADED HOUSEHOLDS WITH CHILDREN UNDER 18 2010**
BC 54.9 CB 70
GE 71.2 MC 67

 **STUDENTS: PERCENT WHITE & AFRICAN AMERICAN 2010**
BC 8.1 84.2 CB 0.5 98.5
GE 0.6 98.6 MC 0.2 98.7

 **UNEMPLOYMENT RATE 2014**
BC 14.2 CB 19.7
GE 30.1 MC 21.1

 **PERCENT WITH LESS THAN HIGH SCHOOL DIPLOMA OR GED 2014**
BC 18.9 CB 24.5
GE 26.1 MC 26.8

 **MEDIAN HOUSEHOLD INCOME 2014**
BC 41,819 CB 25,738
GE 23,277 MC 34,523

 **PERCENT OF HOUSEHOLDS EARNING LESS THAN 25,000 DOLLARS A YEAR 2014**
BC 32.7 CB 49
GE 53 MC 41

 **PERCENT OF FAMILIES RECEIVING TANF 2014**
BC 9.7 CB 27
GE 23.9 MC 17.4

 **PERCENT OF POPULATION THAT DRIVE TO WORK ALONE 2014**
BC 62.1 CB 49.1
GE 38.8 MC 57.9

 **PERCENT OF POPULATION THAT TAKE PUBLIC TRANSPORT TO WORK 2014**
BC 18.7 CB 32.8
GE 39.7 MC 28.8

 **PERCENT OF HOUSEHOLDS WITHOUT VEHICLES 2014**
BC 30 CB 44.2
GE 57.8 MC 38.9

 **TOTAL NUMBER OF HOMES SOLD 2014**
BC 7,822 CB 63
GE 118 MC 70

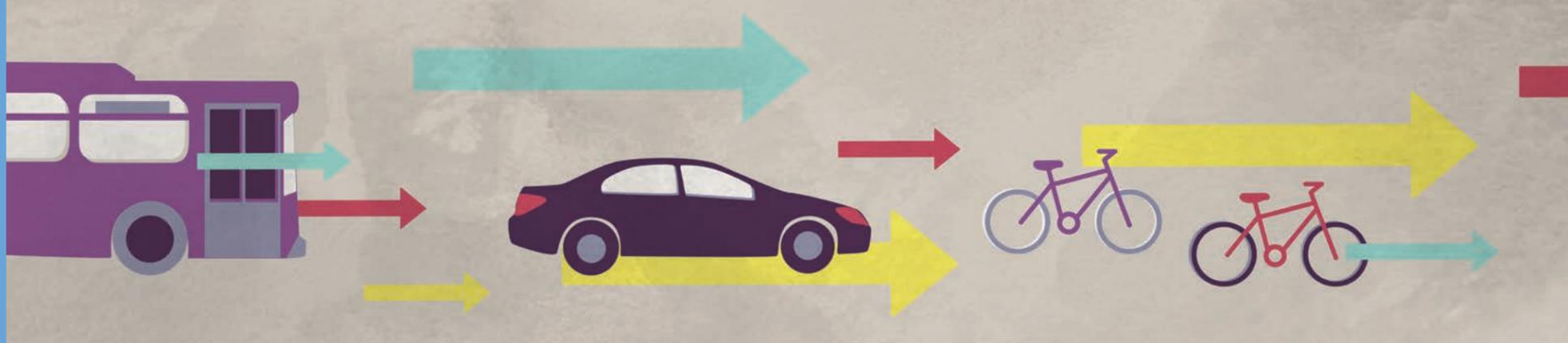
 **MEDIAN PRICE OF HOUSES SOLD 2014**
BC 126,325 CB 20,000
GE 30,000 MC 17,005

 **PERCENT OF VACANT & ABANDONED HOMES 2014**
BC 8.1 CB 26.0
GE 32.8 MC 20.9

 **PERCENT OF PROPERTIES THAT ARE OWNER OCCUPIED 2014**
BC 56.1 CB 33.5
GE 28 MC 37.7

 **RATE OF HOUSING CHOICE VOUCHERS PER 1,000 UNITS 2014**
BC 131.3 CB 229
GE 158.4 MC 184.5

 **RATE OF DIRTY STREETS & ALLEYS REPORTS PER 1,000 RESIDENTS 2014**
BC 52.8 CB 126.9
GE 125.5 MC 135.2



TRANSPORTATION

One of Baltimore City's main east-west thoroughfares, North Avenue's strength as a transportation corridor is both its biggest asset and biggest liability. The second busiest bus route in Baltimore City, North Avenue is in fact a section of U.S. Route 1, a federal highway that runs from Florida to Maine. While residents take pride in the history of the avenue, its designation as a highway means it will always accommodate higher-speed and heavier traffic, making it more difficult to deemphasize cars as the primary mode of transportation.

However, there are several initiatives underway that will improve public multi modal transportation along North Avenue.

CURRENT CONDITIONS

East North Avenue Streetscape

In 2015, the city announced a \$13 million contract for improvements along a 3/4 mile-stretch of East North Avenue. A

combination of federal (\$4 million) and city money, the streetscape program will repave roadway, install brick sidewalks and new curb cuts, and replace traffic signals and underground infrastructure between Aisquith and Washington streets.

North Avenue Rising

During the summer of 2016, Baltimore City received a \$10 million grant from the U.S. Transportation Department to improve North Avenue. The "TIGER" (Transportation Investment Generating Economic Recovery) Grant will support

larger investment in North Avenue as part of the North Avenue Rising program. Scheduled to begin in the fall of 2017, this \$27.3 million project will focus on repaving the road, adding dedicated bus and bike lanes, enhancing existing bus stops, and making improvements to the streetscape. In addition, there are plans to add two new Baltimore Bike Share stations along the East North Avenue corridor.

While much of the funding for the North Avenue Rising program has already been designated to specific projects, there

is room for community input on the streetscape level. Elements like curb extensions, benches, bus shelters and public art installations are still in the planning phase. There is opportunity here for residents to organize and propose thoughtfully designed elements that will lend a strong identity to the corridor and help establish continuity along the East North Avenue stretch.

BaltimoreLink

North Avenue Rising is connected to a larger, state-led initiative in the greater Baltimore area called BaltimoreLink. Announced by Governor Hogan in October, 2015, BaltimoreLink is a program run by the Maryland Transportation Authority (MTA) that aims to overhaul and rebrand the city's core transit system. The central goals of the BaltimoreLink program include improving the reliability and frequency of city buses, better aligning bus routes with employment centers and strengthening connections

between the MTA's bus and rail routes. Ultimately, the MTA hopes to make bus travel along North Avenue efficient enough to better serve current users and decrease reliance on car travel.

Improved Bike Assets

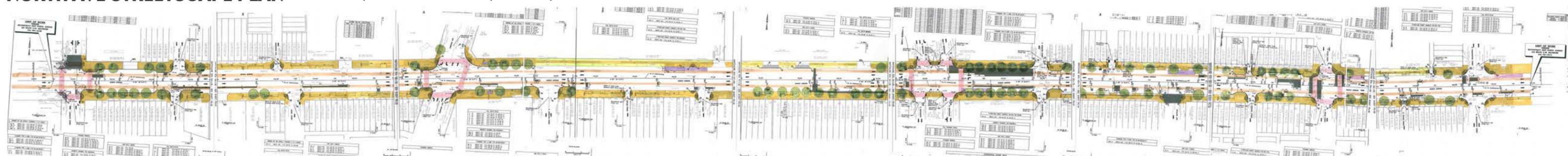
In addition to developing shared bus / bike lanes along North Avenue and installing bike share stations, there are plans to develop 20th street, which runs parallel to North Avenue, as a bike-friendly alternative route. If successful, this would provide a viable commuter route to support existing non-car transportation along North Avenue. Ideally, this 20th street route would connect to Bikemore's forthcoming Baltimore Downtown Bicycle Network, a series of two-way protected bike lanes on Maryland and Cathedral Street that will connect North and Central Baltimore to employment, entertainment, education and other assets downtown. Installation for the Networks is slated for 2016-2017.

Baltimore Green Network

The Baltimore City Department of Planning (DOP) has launched a Green Network planning effort. The Green Network Plan will be a collective vision for Baltimore to revitalize communities by creating an interconnected system of greenspaces throughout the city, such as recreation areas, trails, and urban gardens. By targeting resources towards areas of blight and underinvestment, the Plan could increase opportunity, create safe and healthy spaces, and support economic development. The East Broadway and South Clifton Park neighborhoods are a pilot community in plan implementation. The Green Network Plan also includes a concept for a green street with enhanced bike facilities on Washington Boulevard running from the Baltimore Harbor to Clifton Park.

NORTH AVE STREETScape PLAN

Streetscape investment currently underway.



EXISTING BUS ROUTES

BUS LINES:

- Wallbrook Junction to Canton/Fells Point
- Cedonia/Federal Street to Mondawmin Metro
- Security Square/Westview to Overlea/Perry Hall
- Walbrook Junction to Overlea Loop
- Carney/Goucher & Taylor to State Center Metro
- Northern Parkway & York Road to Riverview
- Lutherville Light Rail to University Hospital
- Stella Maris to Kirk & Bartlett

BUS STOPS:

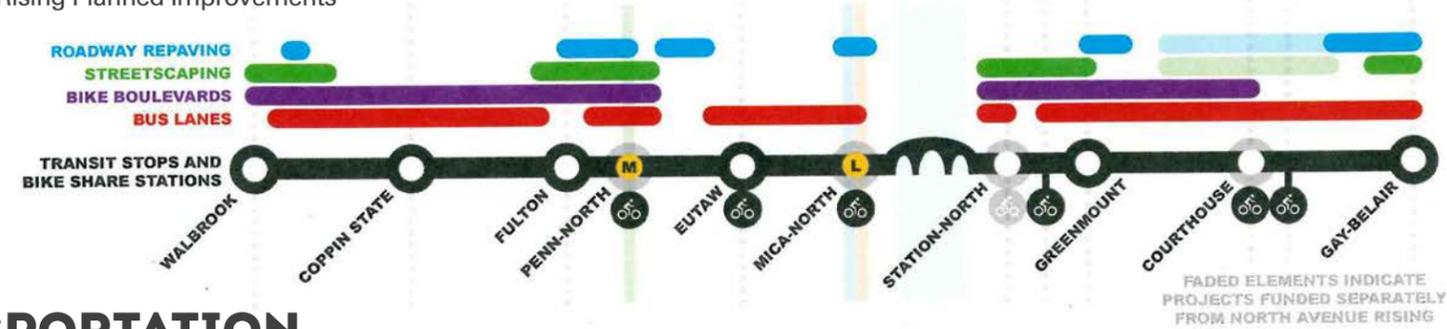
● 013	● 047	● 08
● 005	● 019	● 012
● 015	● 036	



Streetscape investment underway in 2016. Extra care is needed to make investment work for North Avenue.



Bus shelters, in any condition, are few and far between on East North Avenue.



TRANSPORTATION RECOMMENDATIONS

Much of city life takes place in public space that is also transportation space: on the sidewalk and in the street. Great neighborhoods have transportation spaces that are also great places to be. Investments in North Avenue are taking steps in the right direction, but we must not stop there.

GOVERNMENT

Complete the planned investments. By 2020, East North Avenue will be a tree-lined transit corridor. The planned improvements should better support bus transit and pedestrian and bicycle connectivity while maintaining a functional level of automobile and truck service. Movement east and west along North Avenue will be supported by “complete streets” features, intended to provide equal accommodation to all users. The city needs to support the completion of these features, including:

- Public transit including bus rapid transit,

bus pullouts, transit signal priority, bus shelters, and dedicated bus lanes.

- Pedestrian infrastructure, including sidewalks, pedestrian lighting, crosswalks, ADA compliant facilities, fewer curb cuts, and curb bumpouts.
- Bike facilities including bicycle lanes, neighborhood greenways, bike parking, and bike share.
- Traffic calming features to slow traffic including reduced number and width of auto and truck travel lanes, street trees, planter strips, and curb bumpouts.

Assure that investments are working for the residents and transit users. Bike Share will be readily available along North Avenue. Shared bike and bus lanes on North Avenue will support confident bikers and a parallel bike route on either 20th Street or Lafayette Street will provide safe biking infrastructure for a variety of users. The DOT and MTA must work together to:

- Look carefully at the connectors between the bike share locations and the secondary bike lanes parallel to North Avenue to make it obvious and safe for bikers to move off of North Avenue to additional biking facilities.
- Consider red light timing for the corridor to assure that pedestrians, especially the elderly, children, and handicapped people feel safe crossing North Avenue.
- If available, consider installing red light and speed cameras along North Avenue.
- Support creative solutions for enhancing the transportation space with public art, signage, planter boxes, and amenities to support shoppers and diners.”

Look beyond North Avenue to the neighboring communities. The DOT, DOP, and DPW should be proactive about redesigning neighborhood streets to be green, traffic-calmed environments that encourage walking, bicycling, and recreation. East and Northeast Baltimore



Gay Street Streetscape Concept

complete streets plans could provide a framework for investment. Implementation could include completion of the bicycle master plan, Green Network plan, and traditional complete streets practices including dualization of one-way streets, angled parking, and bumpouts to slow traffic, shorten crossing distances, and provide additional green planted areas.

Commemorate Route 1. Community

members have voiced a desire to recognize that East North Avenue is also historic Route 1 via historic marker programs, which is a straightforward action for the DOT to take on behalf of the North Avenue community.

- Take advantage of the Maryland marker program, administered by the Maryland Historical Trust in cooperation with the Maryland State Highway Administration to commemorate historic features statewide.

- Additionally, the MTA could explore branding for the buses on the No. 13 Route, since it runs entirely on North Avenue.



Broadway Streetscape Concept

Be just. There are genuine concerns about environmental justice in Baltimore, some of which are associated directly with transportation investment. As defined by the Federal DOT, just transportation investment needs to:

- Avoid, minimize, or mitigate high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
 - Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- Timeliness of transportation investment aside, the community has voiced serious concern about the quality of work to date through the Streetscape investment, as

well as the character of the communications with the community in meetings and in daily interactions. The DOT must go the extra miles to provide equitable and fair implementation of proposed projects to minority and low-income communities. Several resources exist to support this effort:

- The EPA provides Technical Assistance and grants to communities that have been adversely affected by government-funded



Harford Road Streetscape Concept

undertakings.

- At the Federal level, the Partnership for Sustainable Communities supports communities' efforts to expand housing and transportation choices, protect air and water, attract economic growth, and provide the type of development residents want.
- The Partnership created Team EJ, a working group focused on the connections between environmental justice, health,

and sustainable communities. Team EJ, co-chaired by EPA's Office of Environmental Justice and HUD's Office of Sustainable Housing and Communities, strives to better understand how EPA, HUD, DOT and CDC can integrate environmental justice, health, and sustainability goals, and use existing resources to address environmental justice needs. Similarly, the Baltimore City could create a cross-agency partnership

to bring EPA EJ technical assistance and grants to Baltimore and assure that their activities address environmental justice.

COMMUNITY Invest in Creative Placemaking. The streetscape investment along North Avenue will establish a great base from which to add amenities to enhance the unique character of East North Avenue. Under CDC leadership, partners from public,



Washington Boulevard Streetscape Concept

private, non-profit, and community sectors can strategically enhance the character of East North Avenue around arts and cultural activities.

The transportation corridor should support connections to adjacent open and green spaces with gateways and creative signage, and provide community access for recreation, creative expression, markets, and gardening.

- Streetscape elements such as benches, trash receptacles, bus stops, light poles and even the #13 bus line all offer opportunities to brand the community.
- End unit walls and partial walls adjacent to vacant lots are excellent potential sites for public art projects. Local artists and MICA students can develop an identity for North Avenue that plays up its history.
- Sidewalks and vacant lots can serve as outside dining locations for restaurants, cafes, food trucks, grilling, and pit beef stands. Lots like the Northwest corner of Greenmount and North Avenue have both ample space and a high volume of users that could be activated by small scale programming.

Encourage Creative Placekeeping. Identify and engage existing assets that enliven the streetscape. Provide grant funds to preserve and maintain community “bright spots” such as annual cultural events, neighborhood vacant lot projects,

convening community sites, and even assets such as mature street trees.

- Develop programs and small business development to support independent vendor marketplaces.

Brand the Corridor. A strong branding identity for the East North Avenue Corridor would be a straightforward and immediate way to create continuity down North Avenue. Something as simple as an identifiable font, logo or color scheme that could be easily carried through elements along the thoroughfare. Doing this effectively require:

- Partnering closely with government agencies and —crucially—residents to guarantee buy-in.
- Engaging a local firm, designer or artist to create an identity that will capture the spirit of the Corridor and have a long life.
- Exercising sensitivity to where and where it makes sense to “brand” elements of the Corridor. Baltimore has a mixed history with branding efforts—from the “Believe” garbage cans to “Greatest City in America” benches—and should not begin branding until real substantive improvements to the streetscape and transportation system have happened.

Practice tactical urbanism. A CDC can lead the way on testing additional refinements to the transportation system through tactical urbanism: quick, often temporary, and cheap projects to make the spaces safer, livelier, and more fun.

Simple interventions might include bike lanes, crosswalks, outdoor seating, and bus stop enhancements. These efforts, which require relatively little time and money, are a good way to test new ideas before significant investment is made.

Offer small-scale community grants. A strong CDC is often able to administer small grants to community leaders and block groups to enhance the public space. These grants can be used to improve vacant lots, plant flowers, undertake art or performance projects, or enhance house fronts and sidewalks. When used successfully, small-scale grants work to bring neighbors together around a shared idea, enhance the neighborhood, and build engaged citizens.

INDIVIDUAL

It is the people of the East North Avenue that will make the projects live. Residents will have to continue the community care work that they have been doing, and more. In particular, vigilance in regards to trash, care in regards to protecting the resources in the community, maintenance of trees and plants, contributions of their creative abilities, and dedication to patronizing local businesses that will make their streets and sidewalks safe and lively.



SAFETY & SANITATION

CURRENT CONDITIONS

East North Avenue's high rate of abandonment, years of disinvestment and high rates of drug usage mean that the area struggles with issues of safety and sanitation. Narcotics usage is more than double the Baltimore City average, and both the violent crime rate and calls to report assaults are significantly higher than the city average. Reports of dirty streets and alleys is double and in some cases triple the city average.

Most streets in the East North Avenue corridor do not have city trash cans, making the incidence of litter notably high. Regional construction companies and local haulers regularly dump mountains of debris and trash on vacant lots in the corridor. The many

vacant and abandoned properties along east North Avenue contribute to the unsafe and unclean conditions. Break-ins, illegal residency in empty houses, and poorly maintained vacants are common.

The Turning Point Methadone Clinic, located at the intersection of North Avenue and Port Street, presents a serious challenge to improvements safety, sanitation and investment in the easternmost section of the corridor. The clinic is visited by roughly 2,000 patients a day, many of whom come from outside the East North Avenue area. The high concentration of patients in and around the clinic presents a range of issues, from increased incidence of property crime

and petty crime and to higher concentrations of drug dealers. Residents from the surrounding neighborhood are at risk, and there is higher vulnerability for those in treatment. Closing, downsizing, or dramatically improving the Turning Point clinic is critical to improvements and investment in the easternmost section of the corridor.

The large number of liquor and corner stores in the East North Avenue Corridor also presents challenges to public safety and sanitation. These sites consistently serve as points of exchange for the local drug trade and gathering places for individuals with addiction issues.



Dumping to restrict access to alleys - aimed at police access - and razor wire are dispiritingly common in the corridor.



MUND clean up crew number one 1970, Model Urban Neighborhood Demonstration (MUND) Collection, Special Collections, Langsdale Library, University of Baltimore

SAFETY & SANITATION RECOMMENDATIONS

While improvements in the streetscape—including repaving sidewalks, providing trash receptacles and improving services along the North Avenue Corridor—will mitigate some superficial safety and sanitation issues, larger strategies are needed to make substantive changes to life on the street.

GOVERNMENT

Improve police-community relations.

Following the events of April 2015 (including city-wide protests, rioting, and clashes between police and citizenry) and the Justice Department’s August 2015 report on Civil Rights violations by the Baltimore Police Department, a new Police Commissioner was appointed.

Kevin Davis, formerly the Anne Arundel County police chief, is a vocal proponent of more robust community policing strategies, so there is potential to expand community policing in the East North Avenue Corridor during his tenure.

Major Steve Ward of the Eastern District is also an advocate for better community-police relations. Since the 2015 uprising and riots, he has made a range of efforts to improve relations in the Eastern District, including putting together post-unrest action plan, conducting a listening tour, and hosting Friday night movie screenings open to the public. While there is no single, successful playbook for the Baltimore Police Department and Eastern District

to follow, some basic tactics include:

- More direct officer involvement with local citizens.
- Decentralization of police force, allowing for more responsive, creative problem solving at the local level.
- Improved relations with “community partners,” including neighborhood associations, faith-based organizations, business groups and schools.
- Better access to police officers via a regularly updated Department website, social media presence, email, etc.

Many of the changes needed to support crime reduction in East Baltimore will require changes to structural conditions: jobs, education, health care, and equity that extend far past the neighborhood boundaries. Until our society creates pathways of opportunity for all citizens, the drug economy and tension with lawful residents, police will likely remain.

Address vacant property. Increased urgency around moving houses out of vacancy—by focusing resources along the corridor and moving property into stepped up code enforcements, and into the Vacants to Value program or through strategic demolition—will support safety and sanitation efforts.

The Department of Housing should investigate the possibility of a renewal system for occupancy permits that includes review of property nuisance

complaints to support community feedback on nuisance corner stores, liquor stores, and bars.

The BDC is spearheading redevelopment of the Gompers Building. This historic building’s broken windows, fenced in facade, and high weeds must be remedied quickly to improve perceptions of the easternmost section of the Corridor.

Provide consistent and reliable

basic services. Residents of East North Avenue experience consistently lower quality public services. In order to restore trust and improve conditions along the thoroughfare, the Department of Public Works (DPW) must:

- Provide trash receptacles.
- Monitor and punish dumpers, in particular, the construction industry.
- Focus rat rubout in neighborhood.
- Investigate providing free commercial dumping like they do for residents to alleviate commercial dumping in low income neighborhoods.
- Pilot recycling hub for local haulers and recyclers with waste stream center.

Coordinate Agency Action

Community leaders have voiced clear support for the efficacy of coordinated action between departments, with regular agency head meetings between community leaders, the Eastern District Police, Baltimore Housing, and the DPW. Interagency meetings support a tight and

targeted feedback loop on the deeply interconnected issues between crime, vacant property, and commercial property.

COMMUNITY

A Community Development Corporation for East North Avenue could be a daily leader of interagency workgroups and community task forces. In addition, it can support broader efforts to address major safety and sanitation concerns.

Address Turning Point Clinic. A coordinated effort to alleviate the toll of local methadone clinics on Central Baltimore communities is already underway. In 2016, the Central Baltimore Partnership joined with local groups to form the Citywide Coalition on Drug Treatment. The Coalition works to prevent the clustering of opioid treatment programs in neighborhoods where treatment services are already at saturation point. Because of the concentration of treatment clinics along North Avenue, large numbers of individuals seeking treatment travel from other zip codes to Turning Point and other similar clinics. The Coalition also advocates for better distribution of treatment clinics to increase access to treatment in underserved neighborhoods.

The Coalition works to ameliorate the impact of current treatment services on quality of life in the surrounding neighborhoods. One strategy is the

implementation of “Good Neighbor Agreements” with local social services providers. These agreements provide a set of guidelines that guide and monitor behavior around treatment centers.

A strong CDC for East North Avenue should join and support these efforts, taking advantage of already-determined best practices.

INDIVIDUAL

The community members of East North Avenue have to continue to work in their neighborhoods against the rising tide of decay. This requires endless vigilance:

- Notifying the City of crime, trash, unsafe and unclean vacant properties.
- Residents and business owners must go out of their way to keep their own property clean and safe.

While this is a huge time burden and emotional stressor in under-resourced neighborhoods, it is necessary to change the course of resource distribution to focus on East North Avenue. Residents can help educate their neighbors and kids about how to report problems too.



ZONING & REDEVELOPMENT

CURRENT CONDITIONS

Neighborhoods within the East North Avenue Corridor have a strong community network in spite of the area's long history of disinvestment. Aggressive redlining during 20th century left much of East Baltimore deeply segregated both racially and economically. Low income levels are accompanied by poor health outcomes, reduced expectancy, high crime rates and low educational opportunities.

In order to reverse these trends, the area needs an immense amount of support from the City. A serious and sustained effort and collaboration between the city, anchor institutions, local businesses and residents is crucial to building livable infrastructure. There are many structures in place at the agency level that can be leveraged:

Vacants to Value

A Baltimore City-led initiative to move

Baltimore's vacant and abandoned properties cleaned up and redeveloped quickly, efficiently and economically. Vacants to Value works to streamline the sales and works with developers to facilitate investment in high-vacancy areas. The program also supports demolition in severely distressed areas.

Baltimore Regional Neighborhood Initiative (BRNI)

Founded in 2013, the BRNI provides funding to assist nonprofit community partners working in the Baltimore region. As of the end of 2016, BRNI has awarded more than \$13.5 million to nearly 100 projects. Amongst the FY17 grantees are EBDI, City Life Community Builders, and other initiatives focused on the corridor

Creating Opportunities for Renewal and Enterprise (Project C.O.R.E.)

C.O.R.E. is a multi-pronged initiative led

by the State of Maryland Department of Housing and Community Development (DHCD) that supports community growth in the City by strategically eliminating blight; and by encouraging investment in C.O.R.E. communities through financing options and other incentives. C.O.R.E. is currently targeting a number of blocks in the corridor for demolition and ensuing redevelopment, and funds have been set aside to stabilize the Gompers building.

BDC

A nonprofit organization that serves as the economic development agency for Baltimore City. By commissioning this and 4 other economic development studies—part of the Mayor's LINC initiative—the BDC will help City agencies and community stakeholders determine where public and private investments along the East North Avenue Corridor can have the greatest impact.



Each of East North Avenue's landmarks deserve the investment and care like the restored American Brewery. Cho, Benn, Holback Associates



Small scale buildings await a new life.



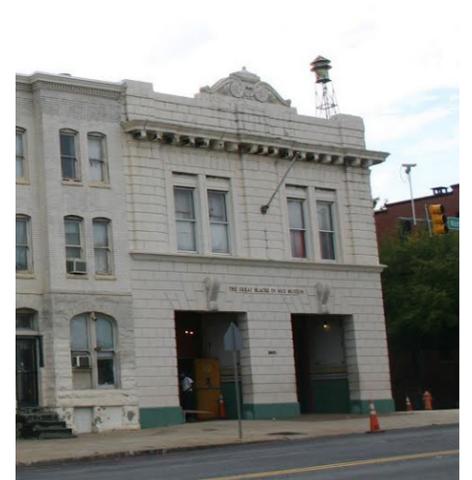
Suburban style strip retail center.



The Vacants to Value program can bring more value to East North Avenue. East North Avenue's landmarks can each shine like the restored American Brewery. Cho, Benn, Holback Associates.

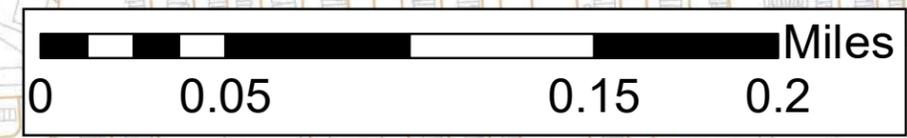
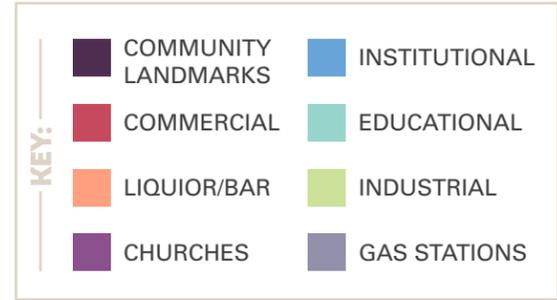


Historic bank building at North Avenue and Gay Street.



Historic Great Blacks in Wax Museum.

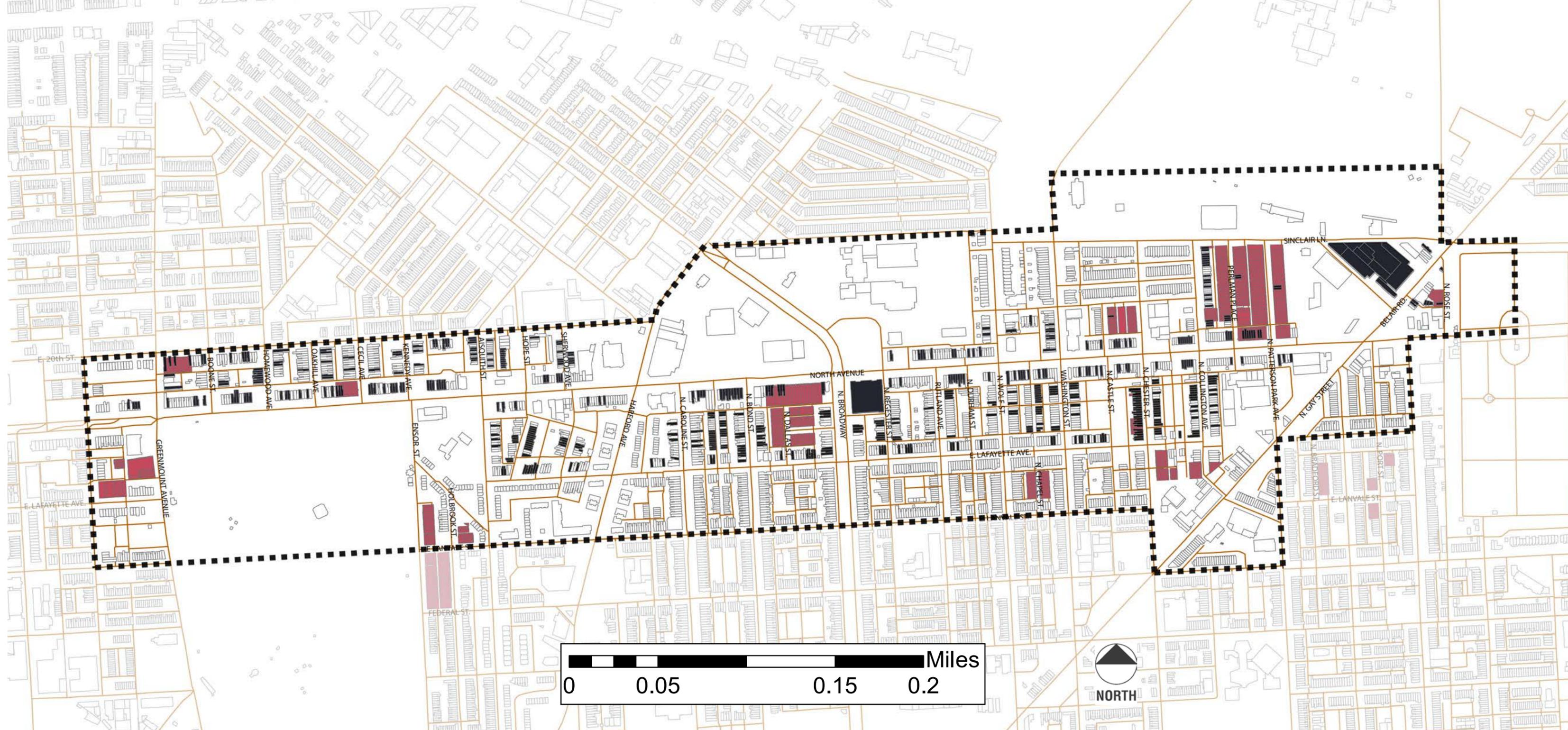
BUILDING TYPES



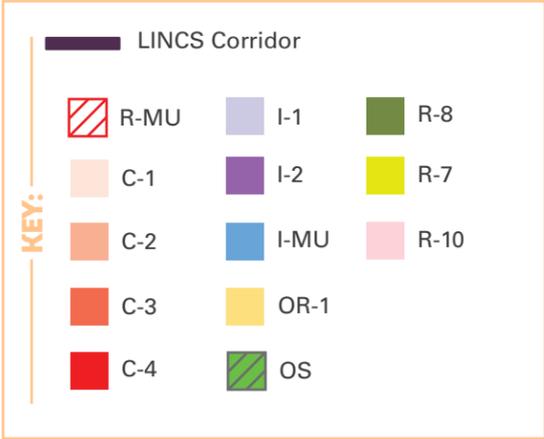
VACANT BUILDINGS

KEY:

-  VACANT BUILDINGS
-  CITY FUNDED DEMOLITION

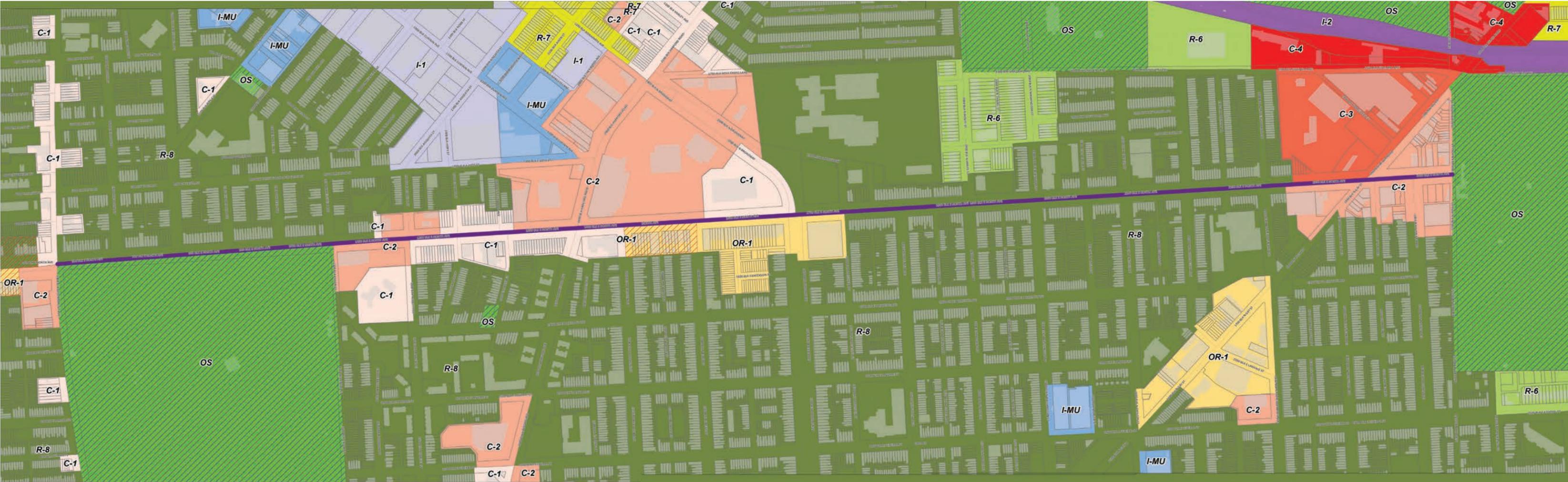


ZONING



Transform Baltimore

On December 5, 2016, the Baltimore City Council passed and the Mayor signed into law a new zoning code for Baltimore. This will replace the existing 1971 Zoning Code. According to the City, the new code is designed to streamline the development review, make zoning rules easier to understand, and create a modern code that will foster healthy growth and redevelopment while maintaining existing neighborhood character. One significant change in the Transform code is the introduction of Industrial Mixed Use, a new category for Baltimore which will facilitate the development of existing industrial buildings into small manufacturing, retail, and residential spaces. Zoning designation definitions: planning.baltimorecity.gov





The Baltimore Food Hub, courtesy of American Trust Communities

ZONING & DEVELOPMENT RECOMMENDATIONS

GOVERNMENT

Major investment is required to stabilize and redevelop the Corridor. Baltimore city must bolster private investment via CORE funds, a North Avenue corridor TIF, and Bond Bills. Critical investment areas include:

The National Great Blacks in Wax Museum and Justice Learning Center is currently completing their design

development phase and will soon start construction documents. The new facility will be 120,000 square feet of construction and 43,000 square feet of rehabbed space. The museum anticipates completion of the project in winter 2020 and is currently seeking City Bond funds of \$5,000,000 to help with the expansion of the museum.

Stabilizing and restoring the **Gompers**

Building is crucial to improving conditions along and perceptions of the Corridor. The Department of Housing has identified the site as part of its Creating Opportunities for Renewal and Enterprise (CORE) program, and funds have been requested to stabilize the property.

Roberta's House, an extension of the March Funeral Homes family, is a Family Grief Support Center and a longstanding



Proposed plans of the Great Blacks in Wax Museum courtesy of the museum

community resource. Since 2013, Roberta's House has been in the process of executing a \$3 million development plan that will provide the nonprofit with an enlarged home on North Avenue. State of Maryland Bond Bills may help get this project off of the ground.

Pastor Hickman and the **Southern Baptist Church** are leading a community-engaged planning initiative—supported by Johns Hopkins and the architecture and planning firm Ayers Saint Gross—to envision the community development future of the east end of the corridor, from the EBDI development happening adjacent to Johns Hopkins Hospital to Clifton Park. Pastor Hickman and the community are developing a vision for a mixed-use, mixed-income community focused on north-south connections between the hospital campus and the park.

Adjacent to the restored American Brewery,

American Communities Trust is working to complete the **Baltimore Food Hub**. The Baltimore Food Hub will provide a \$23.5 million campus for Maryland's flourishing food economy. This renovation of a historic water pumping station provides a home and network for entrepreneurs. It establishes a centralized food market for East Baltimore residents who must currently go outside their neighborhood for basic staples. It holds the promise of creating hundreds of jobs for residents in a community once at the heart of Baltimore's blue-collar economy.

For Baltimore City, the hub offers three critical benefits:

- Job creation that relieves pressure on social services,
 - Direct access for residents to healthy food.
 - Restoration of hallmark buildings that provides a renewed sense of place and progress.
- Between North Avenue and Clifton Park,

THE AGRIHOOD: A NEW MODEL FOR GREEN URBAN LIVING

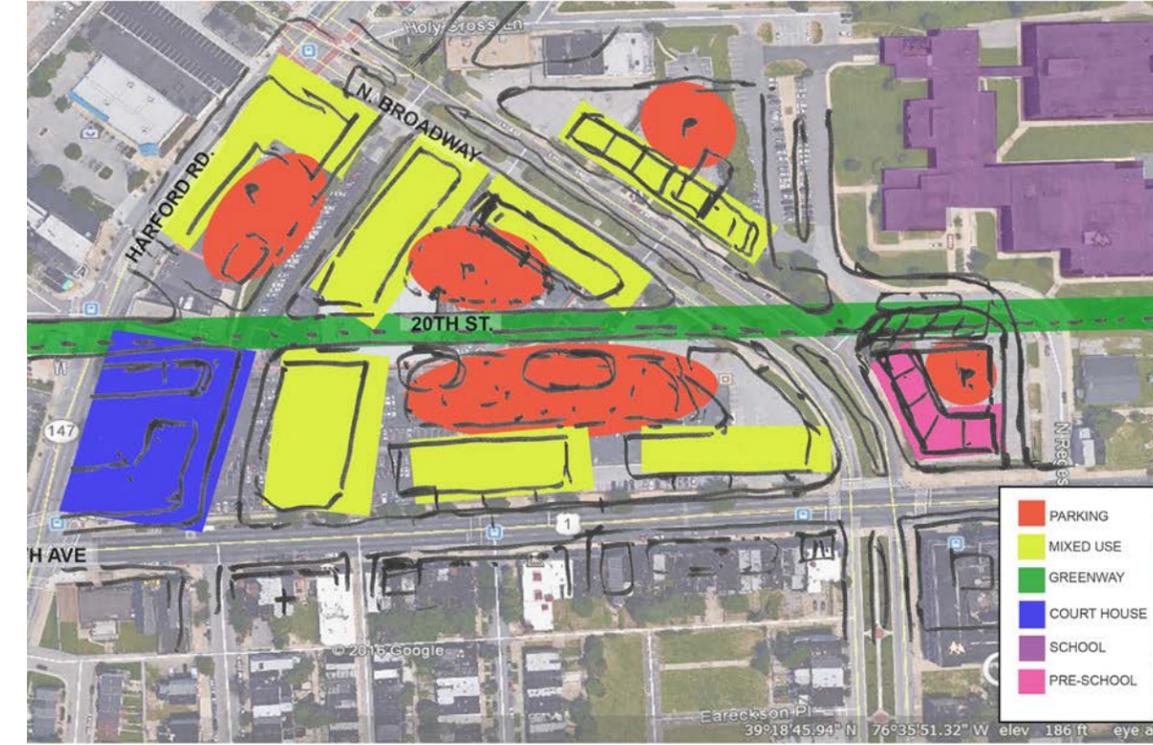
In Detroit, a city similar to Baltimore in availability of green spaces, the Michigan Urban Farming Initiative is piloting the first Sustainable Urban Agrihood. This alternative growth model positions agriculture as the centerpiece of mixed-use development. The three-acre lot includes a two-acre garden, 200-tree fruit orchard, and a children's sensory garden, and provides free produce to neighbors, churches, and food pantries.

The group has also developed an energy efficient Community Resource Center, that includes office space for MUFI, event and meeting space, and commercial kitchens. A healthy café will be located next door.

This model would be well-suited to the easternmost section of East North Avenue, where vacancy is high enough to warrant significant demolition. An existing entity like Civic Works might consider heading up an initiative of this kind, or possibly mentoring an interested group of residents in forming a nonprofit and acquiring land. The City could support these efforts by accelerating the acquisition of vacant land and buildings.



Broadway East Draft Community Master Plan Courtesy Southern Baptist Church and Ayers Saint Gross



Mixed-Use redevelopment of the Harford Heights School property, adjacent retail sites, and the courthouse parking lots could provide co-location of services supported by office and residential uses and minimize negative impacts of parking on the East North Avenue Corridor.

Civic Works has developed a new piece of their Real Food Farm and is working with CHUM president Mark Washington to vision redevelopment surrounding Clifton Park.

Incubate small businesses.

The city can offer support in the form of incubating small businesses in addition to supporting existing organizations and businesses:

- Designate some of the vacant land as informal market and kiosk space for entrepreneurial endeavors, offering new business owners space and additional support, including access to infrastructure and a mentor with an existing business.
- BDC could provide opportunities for pop ups in existing, under-utilized storefronts, and a Business Improvement District could support maintenance and tools for eventual storefront improvements.

Invest in Equitable Innovation. North Avenue has potential to be the corridor that closes the digital divide in Baltimore, offering public WIFI on the transit system and in the schools, parks, and libraries. To bolster this program, Baltimore should support developing green, renewable tech: recycling centers, building materials recycling opportunities, solar panels, and bio diesel.

Invest in vocational training via green and digital technology. The city should look into the future of vocational training, which is increasingly focused on green and renewable energy and tech. Civic Works, which is a major anchor organization in the Corridor, runs a Center for Green Careers which offers training to residents for jobs in the emerging green economy.

Working with Civic Works to bring green training to North Avenue, where there is space and need, could provide a seed for developing a “green energy” identity for the easternmost section of the Corridor. This could be supported by:

- Bolster HEBCAC (Historic East Baltimore Community Action Coalition) programs.
- Developing a solar farm on land in Berea, where vacancy is perilously high.
- Collaborating with Open Works Baltimore to bring a digital fabrication satellite



Redevelopment along Route 1 in the Hyattsville Arts District in Prince George's County is anchored by Busboys and Poets and includes new townhouses. Photo Allie O'Neill, NDC

to North Avenue's eastern terminus.

- Working with artists to develop art and design pieces that are green tech oriented.
- Invest in Details Deconstruction to bring more brick and board.

COMMUNITY

Build on the strong cultural identity of Central Baltimore's arts district. The western section of the East North Avenue Corridor borders the Station North Arts

and Entertainment District with its many cultural assets, including: The Maryland Institute College of Art, the Motor House, the Centre Theater, the forthcoming Parkway Theater, Open Works, City Arts 1 & 2 and a range of other activities. The East North Avenue CDC can build on these assets by:

- Supporting studio and performance spaces for artists with small-scale community grants.

- Activating existing arts spaces like the Great Blacks in Wax Museum with regular openings and performances—open these spaces to the local art community.
- Consider larger annual events like parades, outdoor concerts or even a cultural festival that would take place along North Ave.—shutting down sections of the Avenue for a few hours or a day might have the added benefit of encouraging pedestrian comfort on the thoroughfare.



Great Street Initiative investment on H Street in Washington DC has redeveloped small businesses along the corridor in unison with transportation investment. Photo Ted Eytan, via Flickr

Develop a public art strategy. While murals and other small-scale art interventions can have a significant impact at a low cost, developing a robust public art presence along East North Avenue will require some planning and infrastructure. Were the CDC to appoint a part-time or volunteer curator for the corridor, it would guarantee regular, thoughtful art programming. Ideally, this curator would have strong ties to residents and local artists, and might

also have a background in socially-engaged artwork. An excellent public art program has the potential to:

- Improve the corridor aesthetically.
- Engage residents in the conception and production of public art works.
- Further establish the corridor as a place for art and an active public space.

Apply for BRNI, C.O.R.E. and BDC funds. The CDC should be in close communication with city agencies in order to stay abreast

of funding opportunities, and should have a development staff member to regularly advocate and apply for funding.

Direct existing funding. In order for investments along the corridor to have the maximum impact, the CDC should direct current funds and encourage development along specific "themes." In spite of a long period of disinvestment, East North Avenue has strong existing assets in its residents,



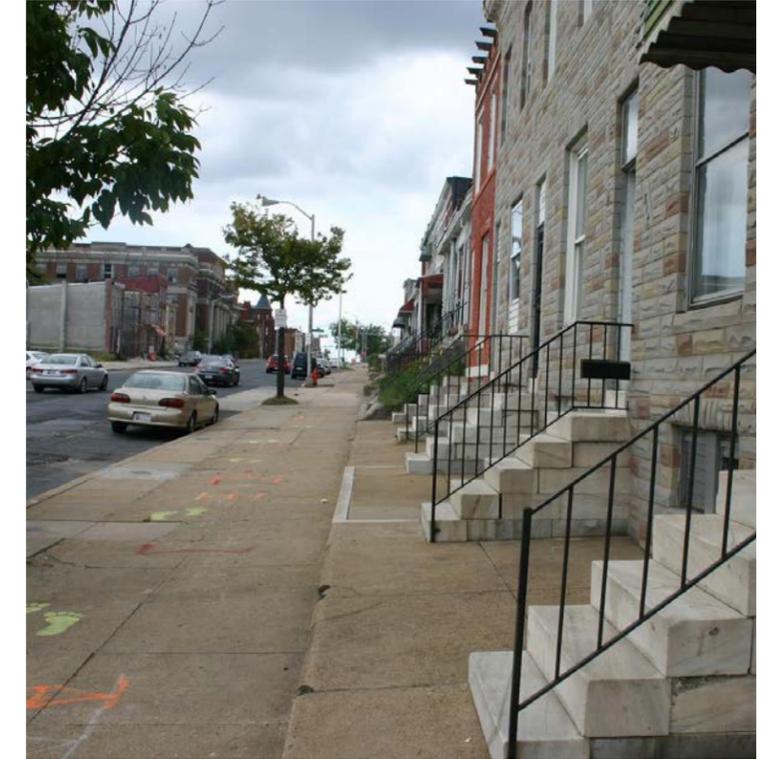
A grill, a waste can, some chairs, and some shade is all you really need.



A space for Baltimore's young bikers would be a great asset to the neighborhood.



Baltimore Cemetery offers great views.



These white marble steps could be surrounded by green once again.

rich history and building fabric. In the western half of the corridor, which abuts the Station North Arts District, the Maryland Institute College of Art, Red Emma's bookstore and many of Baltimore's strongest cultural assets, there is natural potential for a continued cultural corridor. Street-level spaces in this section of the boulevard are well-suited to house gallery spaces, cafes and small performance venues.

Further east, where the building fabric is smaller and more naturally residential, neighborhood life would be characterized by less formal, domestic activities: stoop sitting, visiting with neighbors, or picking up produce from one of the local CSAs.

Existing greening and community gardening initiatives—like Civic Works in Clifton Park and the Duncan Street

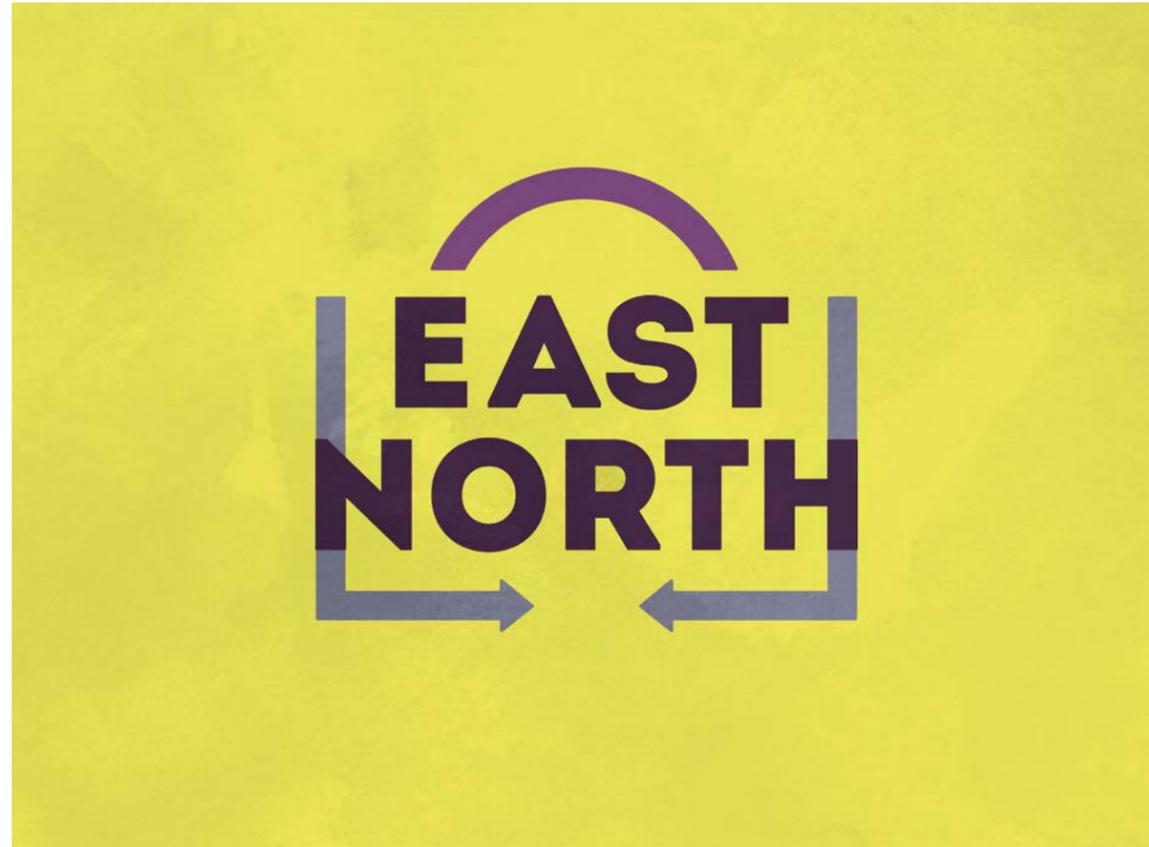
Miracle Garden—provide an excellent model for how small scale, local initiatives can help to realize this vision. By building out programming around community clean ups and CSA pick-ups, these organizations can contribute to a more robust public life along the East North Avenue Corridor. Activities that have proven successful include live music, local craft shopping, yoga and even pony rides.



EAST NORTH LOGO

An East North Avenue logo can give the corridor a visual identity. It can be used in advertising, business materials, and as a community identifier on street furniture and banners. It signifies that that neighborhood has a clear identity and can share a message about the neighborhood's history and core values.

As an example, this logo for East North Avenue, sets some colors that could be used throughout the neighborhood, as well as sharing a message of hope, glory, and home.



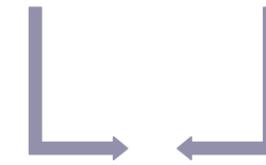
LOGO EXAMPLE



ELEMENT MEANING



The arch represents the bridge from past to future glory that is seen in East North Avenue. It also symbolizes a link from East to West and a doorway into East Baltimore.



The two arrows also represent the past and future glory. The left arrow symbolizing the past and the right arrow representing the future. The arrows and arch also represent movement, as this area is a main transit route and is heavily trafficked. This movement also stands for the life and potential of the area.



Yellow represents glory, hope, and sunlight. It is also complimentary to purple.



Deep purple was chosen because it obviously represents Baltimore (the Ravens), but also symbolizes royalty, honor, and healing in some contexts.

SUB IDENTITIES





OPEN SPACE

The East North Avenue Corridor has extraordinary adjacent green spaces. These are strengths that can and must be built upon. Improved connections, investment, and additional programming can make these amenities great contributors to quality of life on East North Avenue.

CURRENT CONDITIONS

Cemeteries

The corridor is bookended by two of Baltimore's most historic cemeteries, Greenmount Cemetery and Baltimore Cemetery, while Clifton Park and American Brewery define northern and southern edges at the east end of the corridor. These landmark spaces provide amenities and distinct character to the district. Duncan Street Miracle Garden and Perlman Place Farm, both built on previous house lots, show how vacant land can return to productive use.

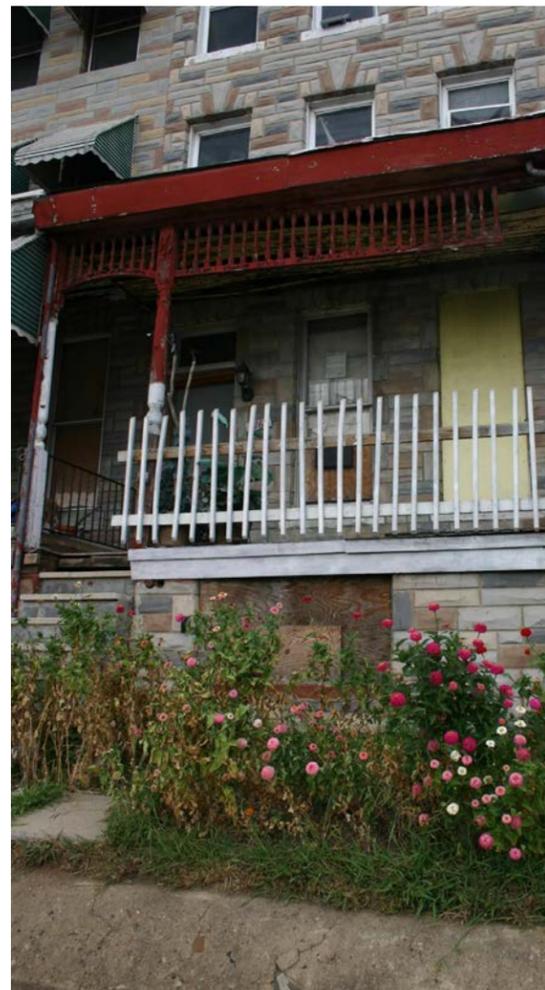
Greenmount Cemetery, founded in 1839, is one of the most notable garden cemeteries in the United States. Over 65,000 people are interred within the rolling, picturesque landscape, including many famous and infamous Americans. The grand stone entry gate is located on Greenmount Avenue and the cemetery is ringed by a high stone wall topped with razor wire, making it a forbidding presence along the corridor. Removing this wire would be a small but impactful way to aesthetically integrate the cemetery into the neighborhood.

Baltimore Cemetery, founded in 1850, is located at the eastern terminus of East North Avenue. Once past the intimidating, castellated stone entry gate, this 100-acre cemetery offers breathtaking views of the City and County in every direction. Baltimore Cemetery was the preferred burial ground for Baltimoreans of German descent and many families associated with the neighborhood breweries are buried here.

Clifton Park

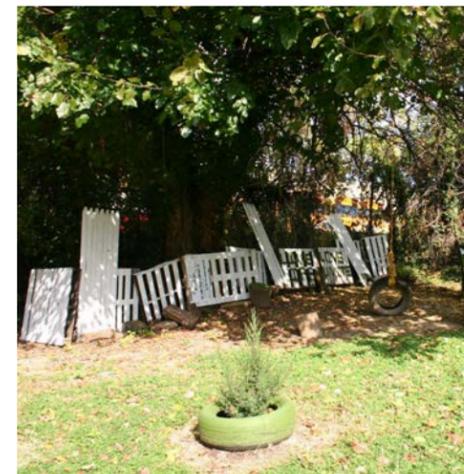
Clifton Park is a 19th century estate, once home to Johns Hopkins, now a large municipal park managed by Baltimore City Department of Recreation and Parks (BCRP). The park is listed in the National Register of Historic Places and has a variety of historic features including Clifton Mansion and remnants of the city's municipal water system. The park also provides access to a wide variety of recreational facilities, including ball fields, open spaces, and a renovated Recreation Center with a pool and a golf course. Civic Works' Real Food Farm is also housed in Clifton Park, providing jobs, training, fresh food, and educational opportunities.

As noted in the Ayers Saint Gross Master Plan for Clifton Park of 2008, major roadways bound the Park on all sides. At the southern end, Sinclair Lane is a barrier between the Park and adjacent neighborhoods. St. Lo Drive,



Small yard with flowers beautify house fronts.

a major thoroughfare connecting downtown with the Alameda, cuts through the Park's southwestern corner. A railroad line runs across the southern portion of the Park effectively disconnecting the swimming pool and Oval Field from the rest of the Park. The amount of traffic



Repurposed wood palettes, tires and tree stumps warm up a shady corner.



Greenmount Cemetery is hidden behind high walls and fences.



Mr. Sharpe at his Duncan Street Miracle Garden.

along these interior edges disrupts tranquility and passive enjoyment of park space.

Community Agriculture

The American Brewery, which houses Humanim, a nonprofit focused on job

development, is due south of Clifton Park and a series of green spaces connects the neighborhoods between the Brewery and Park. The garden and farm at the east end of North Avenue also play an important role in the food system of East Baltimore, which is a food desert.



A new fence, more space for kids, and additional murals could enhance the Duncan Street Miracle Garden.

Duncan Street Miracle Garden, which is reverently tended by Edwin Sharpe, occupies 44 former house lots along the 1800 block of Duncan Street on the south side of North Avenue. Previously a dumping ground, the Duncan Street Miracle Garden is evidence of the beauty that can arise from vacant land as well as the passionate care that is needed to build true community places. Gardeners grow food given to local residents and provides a safe place

for community members and children. The garden is protected in perpetuity in land trust by Baltimore Green Space.

Perlman Place Farm, located in the block between North Avenue and Sinclair Lane, is a branch of Civic Works' Real Food Farm. Real Food is an innovative urban farm that works for a just and sustainable food system in Baltimore. The 1.5-acre farm is set on 67 house lots owned by the City of Baltimore,

and Civic Works has a five-year lease on the property the Office of Sustainability's urban agriculture program.

Vacant Land

Vacant and abandoned houses have been demolished, creating pockets along the entire corridor that vary in condition and care. A few of these, such as the lot at the corner of Greenmount and North Avenue, have been improved and stand as examples



More amenities to support farming and neighborhood access would support Real Food Farm at Perlman Place.

of how vacant land can provide visual quality for interim use or meet community needs.

Green Streets

A network of streets and sidewalks provide additional opportunities for further greening. The streetscape work on North Avenue will include numerous street trees and some of the adjacent communities, like Oliver, have been working to plant hundreds of street trees in adjacent blocks with partners such

as the Baltimore Tree Trust, Blue Water Baltimore, and Baltimore Orchard Project.

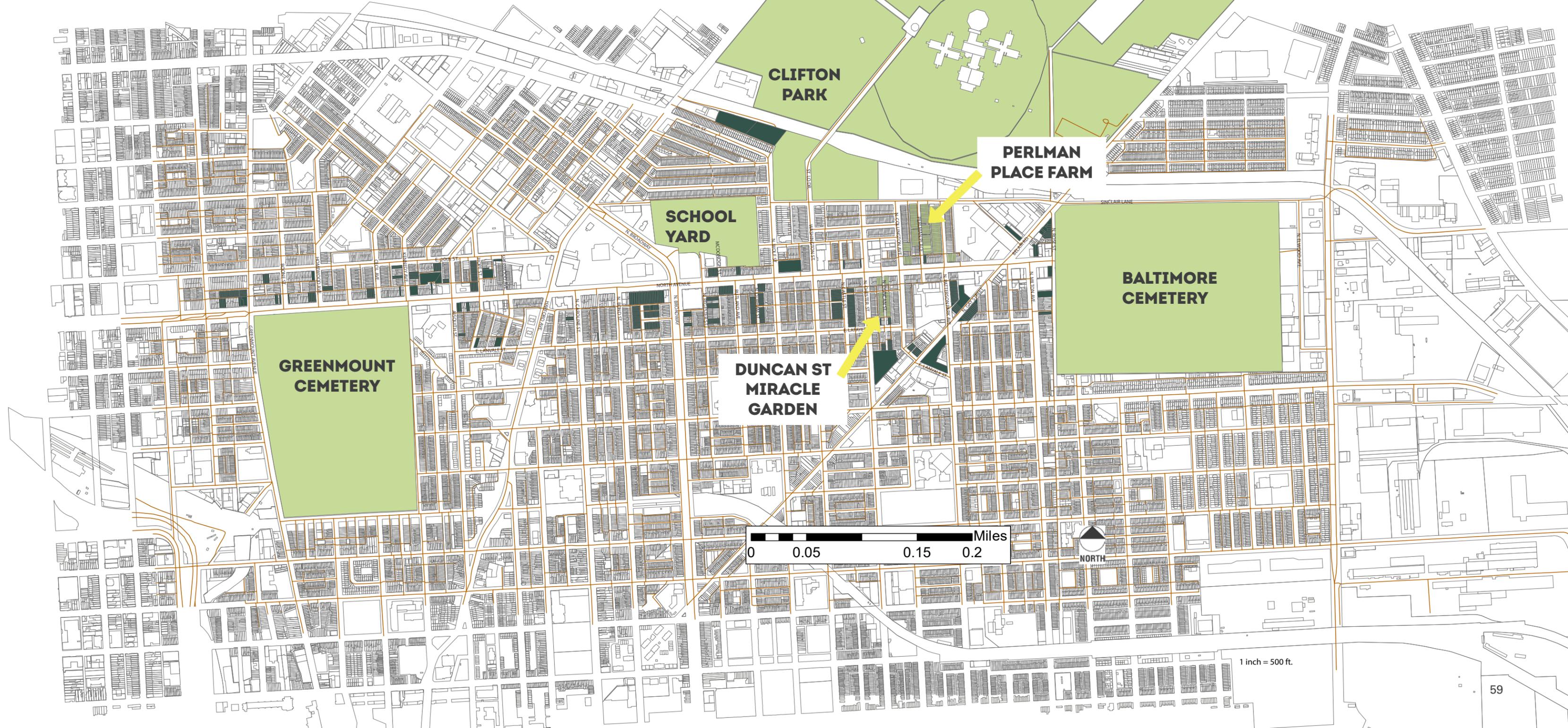
A long tradition of individual investment and care of public space is associated with pride of ownership of houses, sidewalk fronts, stoops. The marble steps of Baltimore are one emblem of this, as is the AFRO's Clean / Green Block Campaign. Since the 1930s, the Afro American Newspaper has sponsored friendly competition within

Baltimore's black community for clean blocks, with evocative photos of immaculate stoops, planter boxes, painted chairs, and sweeping children. Planters, sidewalk seating, painting projects, and creative house numbers can all demonstrate an engaged and caring community.

OPEN SPACE

KEY:

- PROTECTED COMMUNITY OPEN SPACE
- VACANT LOTS





Vacant lots on North Avenue can support entrepreneurship opportunities like food trucks, BBQ, or flea markets.

OPEN SPACE RECOMMENDATIONS

GOVERNMENT

Complete the Clifton Park Master Plan. In order to fulfill its potential for communities along East North Avenue, Clifton Park the Department of Rec & Parks must support: (1) Continued implementation of the Master Plan and (2) robust programming to support increased use of the park.

For the southern end of the park, which is focused on recreational use, needed investments include:

- Expanded Athletic Fields of existing types must be reorganized and updated. Field organization must meet needs of both park and school teams as joint complex is developed.
- Opportunities for new basketball, tennis, and playground areas must be located together to be convenient to each other and highly visible from Harford Road and the new field complex.
- New parking lots must be located near play fields, pool, and Rita Church Rec Center especially for elderly populations who attend senior groups and community meetings.
- The “Oval” field must be renovated and continue its current use.

It needs to be easier to get around the park, once there, to understand what is available. The following improvements are needed to do this:

Restoration of park entrances and installation of interior road lighting to enhance park identity.

- New paths to connect park amenities.
- New paths to provide a perimeter walking and biking path.
- New benches, trash cans, lights, and public art must be added. Standard fixtures should be selected and installed consistently throughout the Park.
- A wayfinding system needs to be instituted for buildings and amenities.

Improve access to Clifton Park.

- Increase accessibility to the park from neighbors and families arriving on foot and by bicycle.
- Deepen the Green Network Plan to further connect the neighborhood to the park in as many locations as possible.
- Add green recreation for families in the park and neighborhood and as connections between the park and neighborhood, including a pump track for biking, dirt bikes, running, lacrosse, dog walking, frisbee, and skateboarding.

FOOD DESERT



A food desert in Baltimore City is an area where:

- 1) The distance to a supermarket or supermarket alternative is more than ¼ mile
- 2) The median household income is at or below 185% of the Federal Poverty Level
- 3) Over 30% of households have no vehicle available
- 4) The average Healthy Food Availability Index score for all food stores is low.

Data Sources: Johns Hopkins Center for a Livable Future, City of Baltimore, 2009 – 2013 American Community Survey Five Year Estimates

Control and traffic in and around the park. A neighborhood traffic study in neighborhoods adjacent to Clifton Park could be beneficial. Together with surrounding communities, the DOP and the Department of Transportation should complete a traffic study of the entire area to improve pedestrian and vehicular circulation in and around the Park and generate the detailed traffic analysis. This would facilitate necessary modifications to the current St. Lo Drive in order to achieve the Master Plan objectives, and would help the city evaluate the feasibility of a future, entirely new road alignment.

Consider implementation of traffic calming measures, road closings, and realignments in order to create a more effective vehicular network. The potential benefits to enjoyment and safety within the Park may offset the inconvenience experienced by drivers adjusting to new routes. In the short term, traffic calming measures should be developed.

- Narrowing all or a portion of the road.
- Allowing parallel parking for guests along portions of the road.
- Adding trees, larger sidewalks, and street lighting adjacent to the road should be considered.

Traffic calming combined with periodic closing of St. Lo Drive for park events, as is routinely done on other public roads during public events, such as marathons and community festivals, will make a noticeable difference in the quality of experience in the Park.

Complete and Implement the Green Network Plan. The DOT, DPW and DOP should implement elements of the Green Network plan that integrate with their overall objectives.

Community Agriculture

Support Duncan Street Miracle Garden.

- An anchor institution or nonprofit partners might collaborate with Duncan Street Miracle Garden to invest in the garden via infrastructural improvements like fencing, tools, play structures, and garden supplies.
- Support the farm by adding additional lots as identified by Mr. Sharpe.
- Repurpose an adjacent vacant house to be a safe space for children.
- Gate the alley to provide play area for children. Provide Mr. Sharpe with a stipend or salary for his work.

Perlman Place Farm.

- Provide services like electricity and trash pickup.
- Provide longer term leases or path to land trust.
- Support building of infrastructure, including: safe storage, meeting and gathering spaces, and bathrooms.

COMMUNITY

Establish a public-private partnership to support Clifton Park. The park also needs substantial support to make it work for everyone. In many parks in Baltimore and elsewhere, a public private partnership, such as a friends group, makes this possible. For example, in Baltimore, the Friends of Patterson Park advocates for the park, markets the park, leads community input, liases between constituents and Baltimore Rec & Parks, has staff and volunteers to maintain and program the park, and raises money for additional investment in the park. This additional layer of attention and investment can deeply increase the beauty, functionality, and enjoyment of Clifton Park.



Creative programming brings pocket parks to life.



Home Depot Children's Garden,
New York Restoration Project

Reopen the gates of Baltimore's cemeteries. In recent years, garden cemeteries are returning to their roots as public strolling grounds and becoming tourist destinations and well-used neighborhood green spaces. In many cities, cemetery organizations are supporting activities including fitness classes, movie nights, open air theater, concert nights, running clubs, walking tours, and Halloween events.

Cemeteries can also be cultivated for their natural habitat, seeking arboretum status and consciously building wildlife habitat. Greenmount Cemetery has been officially designated an "open space" in Baltimore's new zoning code, which could help with efforts to better open it to the public.

Green Streets

Make greening a priority for the transportation infrastructure in the blocks adjacent to North Avenue. The CDC should partner with the City DOT, DPW, and nonprofit community to plant a street tree in every possible location in the study area.

Many of the nonprofit organizations in Baltimore and the Chesapeake Bay Watershed are focused on greening the city and improving water quality.

Organizations focused on development along East North Avenue can maximize and coordinate investment through organizations including Blue Water Baltimore, the Chesapeake Bay Trust, the Parks & People Foundation, and TreeBaltimore to the benefit of the East Baltimore community.

By incorporating landscaping and stormwater management practices, the project supports a better quality of life for residents and visitors. Maximizing parking facilities and vegetation on streets will help to reduce the summer heat absorption of streets and houses and increasing stormwater infiltration will control runoff, which contributes to flooded basements and street flooding.

Promote and support neighborhood greening through small grants to block associations and foster friendly community competitions. Reinforce and honor the history of black pride in home ownership and recent, successful efforts at black-led farming through individual grants. Additional grants for block greening projects could be supported by philanthropic and anchor institution investment, and distributed through a neighborhood community development corporation.



103rd Street Community Garden, courtesy of the New York Restoration Project

CONCLUSION

The East North Avenue Corridor Plan outlines the issues and opportunities facing the commercial and residential areas along North Avenue between Greenmount and Milton Avenues. This report identifies actions that can be taken at the city agency, community organization, or individual level. The recommendations in the report as well as input from residents and city agencies provides a framework for the implementation matrix below. Because LINCS is a city initiative, the matrix only identifies agency activities. This matrix identifies a city agency for each action item culled from the report. Agencies include:

Department of Transportation (DOT)
Baltimore Development Corporation (BDC)
Department Housing and Community Development (DHCD)
Department of Planning (DOP)
Baltimore City Department of Recreation and Parks (BCRP)
Department of Public Works (DPW)
Maryland Transit Administration (MTA)
Baltimore Office of Promotion and the Arts (BOPA)

This is a working document and an evolving tool. It should be flexible enough to accommodate new ideas and plans as conversations continue and future listening session occur. Concepts and proposals will be further refined and vetted as they become real projects. Coalition building has historically been challenging but is an essential component to help steer this process. Successful implementation will depend on agency partners' close collaboration with community associations, residents and an expanded CDC along the corridor.